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Attached for your information and retention are the following miscellaneous economic reports which have been acquired through the Polish and Soviet press:

1. Construction of a new steel works near Krakow.
2. The rubber industry.
3. New ferrous and non-ferrous metal foundry at Walbrzych.
4. The Warsaw "N-S" line.
5. Railways.
6. Construction of warehouses at Szczecin and Gdynia.
7. Resolutions passed by the Economic Committee of the Council of Ministers.
8. Increase in industrial education in Poland.
9. Bridges.
10. Railways.
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12. New dock work enterprise and renaming of shipyards at Plock.
13. Fabricated materials for the building industry.
14. Machinery maintenance training center.
15. Oil production plant No. 2 at Warsaw.
16. Iron and steel works.
17. Assembly hall of the "Ursus" Tractor Works.
18. Reorganizations in certain industries.
19. Szczecin broadcasting station.
20. Changes in wages, prices, and tariffs.
21. Polish power production.

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P O L A N D

ECONOMIC

RAILWAYS: JANUARY - MARCH 1950.

1. WALBRZYCH - SWIDNICA - WROCLAW railway line.

Twelve damaged railway bridges have been rebuilt on this line and it is expected that the newly reconstructed railway line WALBRZYCH - SWIDNICA - WROCLAW will be put in commission on the 15th May 1950.

2. WARSAW - ZYRARDOW line.

The above electrified line was put in commission on the 17th January 1950. Twenty-seven pairs of trains will run on this route, including 15 pairs of electric trains. The journey by electric train takes 55 minutes, steam trains take 70 minutes to complete the journey.

3. WARSAW "Srednicowa" (Central) line.

The photograph below is of the PONIATOWSKI bridge and in the background is shown the "Srednicowa" railway line bridge.



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P O L A N D

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ECONOMIC

CONSTRUCTION OF WAREHOUSES AT
SZCZECIN and GDYNIA.

February 1950.

1. SZCZECIN.

(a) The construction of a large port warehouse for non-bulk goods is to be started on the new wharf of the EWA peninsula at SZCZECIN in February 1950.

(b) A similar warehouse is to be erected during 1950 on the adjoining Czechoslovakian Wharf. A commission of engineers from Czechoslovakia has recently arrived at SZCZECIN in order to synchronise their plan for building and equipping this wharf with that of SZCZECIN Port Authorities.

(c) The final work on the construction of the second warehouse on the DUNCZYCA Wharf has been temporarily halted until the Spring, when it is expected that the warehouse will be put in commission.

2. GDYNIA.

(a) Construction of a new, one-storey warehouse, No. 10.a, adjoining the newly erected Warehouse No. 10, has started on the Rumanian Wharf at GDYNIA. It will be 120 metres long and 50 metres wide and will have three compartments. It is intended for the storage of import and export cargoes.

(b) Cranes from the "American Wharf" will shortly be transferred to Warehouse No.10 to assist loading and unloading of goods in this sector of GDYNIA Port.

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with similar institutions abroad, and especially, with the U.S.S.R. and the People's democracies.

(c) Central Administration of the Shipping Industry.

Created to replace the State enterprise hitherto known as the UNION OF POLISH SHIPYARDS (ZJEDNOCZENIE STOCZNI POLSKICH).

(d) Scientific Research Institute of Commerce and Collective Feeding.

To study principles of economics and commercial organisation, of rationalisation and standardisation of technical equipment and packing. The Institute will also study problems of collective feeding, proper management of food supplies and rational organisation of collective feeding centres.

3. With regard to the new rates for holidays with pay, as from 1st January, 1950, this is to be 510 zlotys per day, of which the employee pays approximately 150 zlotys and the State, together with the employer, pays the remainder. Over and above the State contribution, in 1950 the State will pay 90 zloty per day to the F.W.P. (FUNDUSZ WZIASOW PRACOWNICZYCH - Workers Holiday with Pay Fund), for every worker on holiday, to cover the increased costs of the cultural educational campaign and for the repairs to, and supplementing the furnishing of, the homes belonging to the F.W.P., where the workers spend their holidays. According to this decree, from now on the employer will pay the amount of his contribution direct to the worker, thus simplifying the procedure by eliminating complicated record-keeping.

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ECONOMIC

RESOLUTIONS PASSED BY THE ECONOMIC COMMITTEE
OF THE COUNCIL OF MINISTERS: JANUARY 1950.

1. At the last meeting of the ECONOMIC COMMITTEE of the COUNCIL OF MINISTERS (K.E.R.M.), resolutions were passed creating the following bodies:-

- (a) Technical Progress Committee (KOMITET DLA SPRAW POSTĘPU TECHNICZNEGO)
- (b) Institute of Scientific-Technical Documentation.
(INSTYTUT DOKUMENTACJI NAUKOWO-TECHNICZNEJ).
- (c) Central Administration of the Shipping Industry
(CENTRALNY ZARZĄD PRZEMYSŁU OKRĘTOWEGO).
- (d) Scientific Research Institute of Commerce & Collective Feeding (INSTYTUT NAUKOWO-BADAWCZY HANDLU I ŻYWIENIA ZBIOROWEGO)

The ECONOMIC COMMITTEE also passed a resolution establishing new rates for holidays with pay.

2. The tasks of the above-mentioned bodies are the following:-

- (a) Technical Progress Committee:

To introduce into the national economy new production methods, to mechanise and accelerate production processes, etc. The Committee will supervise the practical application of the results of the research work carried out by scientific institutes and other organisations. It will ensure that labour-saving devices are applied on a wider scale and that the experience gained in leading production plants is applied to the more backward ones.

Chairman: Minister Eugeniusz SZYR (Deputy Chairman of the State Commission for Economic Planning - P.K.P.G.)

Board: will include representatives of the scientific and technical departments from all sectors of national economy.

- (b) Institute of Scientific-Technical Documentation.

To collect, list and spread information, and to circulate data on achievements in scientific and economic research. It will maintain contacts and collaborate

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POLAND

ECONOMIC

INCREASE IN INDUSTRIAL EDUCATION IN POLANDFebruary 1950.**CONFIDENTIAL**
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1. To ensure the supply of trained personnel necessary for the realization of the Six-Year Plan, the Polish authorities are paying special attention to the problem of education. Budgetary allocation for education and cultural purposes in 1950 will amount to 132,000,000,000 zl.

2. Higher Education in Mathematics, Physics, Geophysics, Chemistry, Biology and Geography have been organized into a two-grade system. Students will attain Grade I after 3 years of study, during which time stress is being laid on the practical application of the knowledge acquired and preparing the student to take over jobs in industry which require men with the equivalent of University education. Grade II is reserved for abler graduates of Group I. It is a more academic course qualifying for a higher degree.

3. The Mechanical and Electro-technical Department of the WROCLAW Polytechnic has been divided into two separate departments, the Mechanics Department and the Electrical Department. The Building Department of the same Polytechnic has likewise been sub-divided, and now consists of the Engineering Department and the Architectural Department.

4. The Supreme Technical Organisation (NACZELNA ORGANIZACJA TECHNICZNA — N.O.T.) has opened an Engineering School at WROCLAW on a Polytechnic teaching level. The object of this School is to provide a technical education for the working classes. This school has the following departments: Electrical, Building, Mechanical and Chemical. These departments are divided into special sections according to the requirements of industries in Lower Silesia.

5. New Chairs have been established at a number of Polytechnics, viz:

	<u>Department</u>	<u>New Chair</u>
(a) <u>WARSAW</u>	Electrical	Electro-acoustics
	"	General Electro-technics.
	Engineering	Bridge Building II.
(b) <u>GDANSK</u>	Electrical	Parts of Electrical Machinery
(c) <u>LODZ</u>	Chemistry	Chemical Technology of Organic Dyes.
(d) <u>GLIWICE</u>	Engineering	Industrial Building.
	<u>SILESIA</u> & Building Polytechnic	

Also at WARSAW Main Agricultural School Chair of Agriculture
(Główna Szkoła Gospodarstwa Wiejskiego) has been changed to
Chair for the detailed study of Plant Cultivation.

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6. A great deal of attention is being paid to adult education and it is expected that within the Six-Year Plan 1,300,000 workers should pass through the School of Industrial Preparedness to qualify as skilled labour, 800,000 through Grade I and 300,000 through Grade II schools for junior and senior technical positions.

7. Chemical Industry Schools.

The Training Department of the Central Administration of the Chemical Industry has opened this year 4 Industrial Schools, 4 "Gymnasia" and 3 "Lycees" for the training of personnel in the Chemical Industry.

among these newly opened schools are :

- (a) Pharmaceutical School at JELENIA GORA (Hirschberg).
- (b) Pharmaceutical School at TARCHOMIN.
- (c) Mining Department at the Industrial School at MATWY.
- (d) Chemical "Lyceum" at MATWY.
- (e) Chemical "Lyceum" for adults set up at CHORZOW-BATORY for workers from CHORZOW.

8. Courses for Employees of the Power Industry.

The Central Power Board had organised during 1949 175 courses for power technicians which were attended by nearly 7,000 employees of the Electrical Industry.

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 POLAND
 ECONOMIC
 BRIDGES : 14.12.49 - 2.1.50.

1. Railway bridge at KETY PODLESIE over the R. SOLA.

On the 11th December, 1949, a railway bridge was put in commission at KETY PODLESIE (14 Kms. E. of BIELSKO) over the R. SOLA. The new concrete and steel bridge will replace the one of wooden construction built by Soviet troops in 1945.

2. Bridge at MALBORK over the R. NOGAT.

The new road bridge which has been under construction at MALBORK over the R. NOGAT, was put in commission on the 1st December, 1949.

3. Construction of two bridges over the R. NOTEC.

(a) Road bridge between KRZYZ & DRAWSKO.

Work is now in progress on a new bridge of iron and wood construction, as the present bridge has proved inadequate for the volume of traffic. The new bridge will be erected at a greater height over the river. Work is expected to be completed in the Spring of the current year.

(b) Railway bridge between the stations KRZYZ and DRAWSKI MLYN.

The former wooden bridge constructed by Soviet troops in 1945 is to be replaced by one of iron and reinforced concrete. It is hoped to complete the work by the middle of 1950.

4. Bridges over the R. WARTA.

(a) The two bridges over the R. WARTA at KOLO (one across the main stream and the other over the side channel) were completely damaged during the war. The former bridge is now nearly completed and work is in progress on rebuilding the latter. This task will be more difficult, since the spans were nearly completely destroyed. Sappers will assist in the reconstruction work.

(b) Work is in progress on the construction of a permanent bridge half-way between KLODAWA and KOLO at BARLOGI. At present, the laying of foundations for the piles is being carried out.

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P O L A N D

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RAILWAYS : DECEMBER 1949

1. Second railway track on GDYNIA-REDA line.

Only the sector between GDANSK and GDYNIA on the line linking GDANSK with WEJHEROWO had two tracks. Owing to increased traffic on the single-track sector between GDYNIA and WEJHEROWO, trains have been running unpunctually. In order to improve the situation, the GDANSK District Railway Office decided to lay a second track from GDYNIA to WEJHEROWO. Due to the resistance given by the 18th and 33rd SLUZBA POLSCE (Service for Poland) Brigades, early in the Autumn of 1949, traffic was opened on two tracks between GDYNIA-CHYLONIA (6 Kms. from GDYNIA) and REDA. On the 20th December, 1949, after completion of essential work on the GDYNIA-GDYNIA-CHYLONIA sector, double track traffic was extended over the whole distance from GDYNIA to REDA.

2. New station building at KATOWICE.

(a) The new station building at KATOWICE will be erected on the site between the municipal Gas Works and an apartment house in 27-80 Stycznia Street. The building will house administrative offices and will provide the usual accommodation for travellers.

(b) A third platform has been constructed at KATOWICE Station and also a temporary wooden exit connecting the station with 27-80 Stycznia Street.

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REORGANISATION OF ADMINISTRATION OF THE
PORT OF SZCZECIN: JANUARY 1950.

1. As decreed by the State Council (RADA PANSTWA), the Port Administration (ZARZAD PORTU) started functioning as from 1st January, 1950 at SZCZECIN. This organisation is similar to the GDANSK-GDYNIA Port Administration, and will cover SWINOUJSCIE (Swinemünde).

2. The Chief Director of the Port Administration is Jan BILINSKI. There are five directorates (dyrekcje), viz:-

<u>Directorate</u>	<u>Head</u>
(a) Economic	Zygmunt ZELWIAŃSKI
(b) Utilisation and Development	Adam KUPRYŃSKI
(c) Technical	Eng. Witold WAGNER
(d) Financial	Tadeusz MILEWSKI
(e) Administrative	Feliks GAWRONSKI

3. The new Port Administration Office has taken over from the former SZCZECIN Maritime Office the main functions connected with the development and administration of the Port. The latter will continue, with a much smaller staff, to deal with the State administration (administracja państwowa) of the Port.

4. According to a statement made by the Chief Director of the Maritime Office (URZAD MORSKI), Eng. SOBIEPAN, the Port of SZCZECIN has been divided into five regions, which will have the following special tasks:-

Region I: This will concentrate on loading and unloading of individual goods or articles. It will require the greatest depth and the best central location in the Port. Ships of all types with a draught up to 23 ft. will be moored there.

Region II: with slightly less deep basins, will serve for ships plying in the Baltic. Non-bulk goods shipments will also be dealt with in this region.

Region III: covers the sites where port industries are to be reconstructed and also newly built.

Region IV: is destined for dealing with ships of the largest draught, for bulk goods (chiefly coal and ore).

Region V: will be for servicing inland navigation craft. In view of the development of inland navigation on the R. ODRA and of the planned construction of the ODRA - DANUBE Canal, this region has possibilities of development.

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ECONOMIC

NEW DOCK WORK ENTERPRISE AND
RENAMING OF SHIPYARDS AT PLOCK.
DECEMBER, 1949/JANUARY, 1950

1. New Dock Work Enterprise.

In connection with the reorganisation of ports, loading work in the small ports will be taken over as from 1st January, 1950 by a newly formed enterprise known as PRZEDSIĘBIORSTWO ROBOT PORTOWYCH (Dock Work Enterprise) with its head office at SLUPSK. This new enterprise will service the ports USTKA, DARLOWO and KOŁOBRZEG.

2. Renaming of the Shipyards at PLOCK

The shipyards of the ZEGLUGA PANSTWOWA (State Navigation) and the PZW (PANSTWOWA ZEGLUGA na WISLE) at PLOCK have been merged into one enterprise, newly named "STOCZNIA GŁÓWNA w PŁOCKU".

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FABRICATED MATERIALS FOR THE BUILDING INDUSTRY:
CONSTRUCTION OF COMBINE AT ZERAN

October, 1949.

1. In June 1949, work was started in ZERAN, WARSAW, on the construction of a large Combine for the manufacture of fabricated materials for the Building Industry. The Combine will consist of nine factories, equipped with up-to-date Swedish machinery, the first of which is expected to start work in January 1950.
2. The Combine will have a railway siding, which is at present under construction, and a specially built harbour for deliveries of sand, gravel, cement, cinders and other heavy materials.
3. No. of workers employed on the construction is at present 300, and it is expected that this number will increase to 1,000 by the Spring of 1950.

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MACHINERY MAINTENANCE TRAINING CENTRE
NOVEMBER 1949.

1. Attached to the Institute of Natural Fuels (INSTYTUT PALIW NATURALNYCH), the recently created MACHINERY MAINTENANCE TRAINING CENTRE (OSRODEK SZKOLENIA MASZYNOWEGO) is to run a number of courses to increase the average productivity of labour in the mines. The target set by the Six-Year Plan is 1700 kg. per man shift, which will be impossible to achieve without wide-scale mechanisation. As the building specially equipped for training purposes will not be ready until 1950, training will take place at ROMBARK mine lecture hall at BYTOM.

2. The first course, started on the 18.11.49, is an Elementary and Secondary Course in Machinery Maintenance. In future there are to be six types of courses :

- (a) Basic course for training machine crews - for young men as supplementary instruction after completion of studies at the Mining School.
- (b) A course in machine servicing within the scope of an ordinary miner's work, i.e. servicing working machinery, loading and transport equipment and combined machines.
- (c) Course for mechanics and electro-mechanics in maintenance of mining machinery.
- (d) Elementary and secondary course in machinery maintenance.
- (e) and (f) Elementary, secondary and advanced courses in maintenance aiming at acquainting personnel with the latest innovations in the mechanisation of mining.

3. The first course, lasting ten weeks, is attended by 45 students who are machinery maintenance men from different mines. After completion of the course, these men will take charge of machinery maintenance in the mines, where they will also act as instructors to maintenance personnel.

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OIL PRODUCTION PLANT No.2 at WARSAW

DECEMBER 1949

On the 15th December 1949, production of oil was started at the OIL PRODUCTION PLANT No.2 of the WARSAW FATS INDUSTRY ENTERPRISE (formerly "WOYTON"). Up to that date this plant only refined oils produced by other plants. It had been destroyed during the war.

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IRON & STEEL WORKS : DECEMBER 1949

1. "HUTA KOSCIUSZKO" Iron & Steel Works.

(a) The newly constructed rolling plant in the "HUTA KOSCIUSZKO" Iron & Steel Works was put in commission on the 21st December 1949.

(b) The Director of the Works is Engineer SZAFRANCKI.

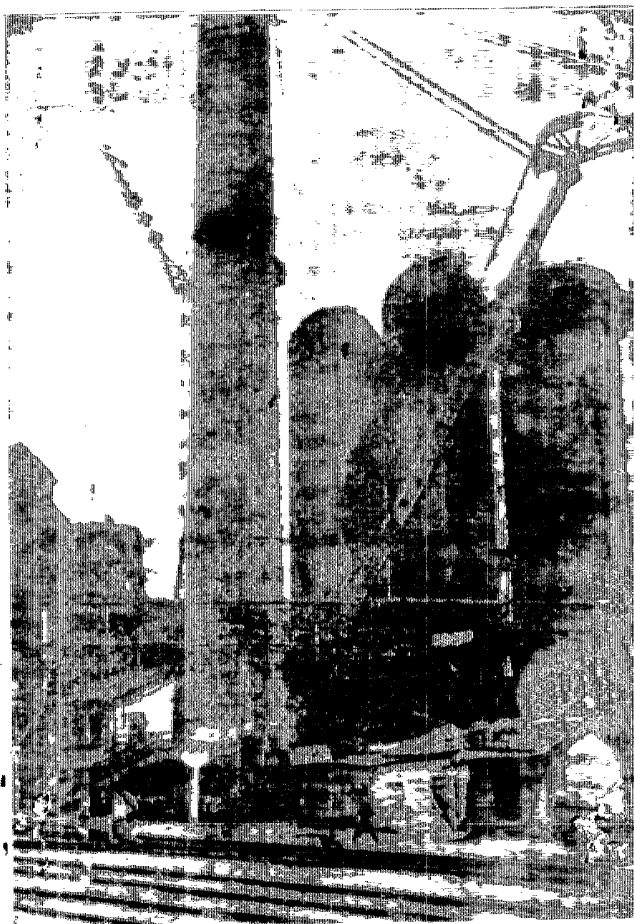
2. "HUTA BOBREK" Iron & Steel Works.

(a) A new blast furnace was put in commission on the 21st December 1949.

(b) The Director of the Works is Engineer MARZEC.

3. "HUTA MALAPANE "

The Works (see photograph) are situated at OZIMEK, 100 Kms. from the main industrial centre of OPOLE.



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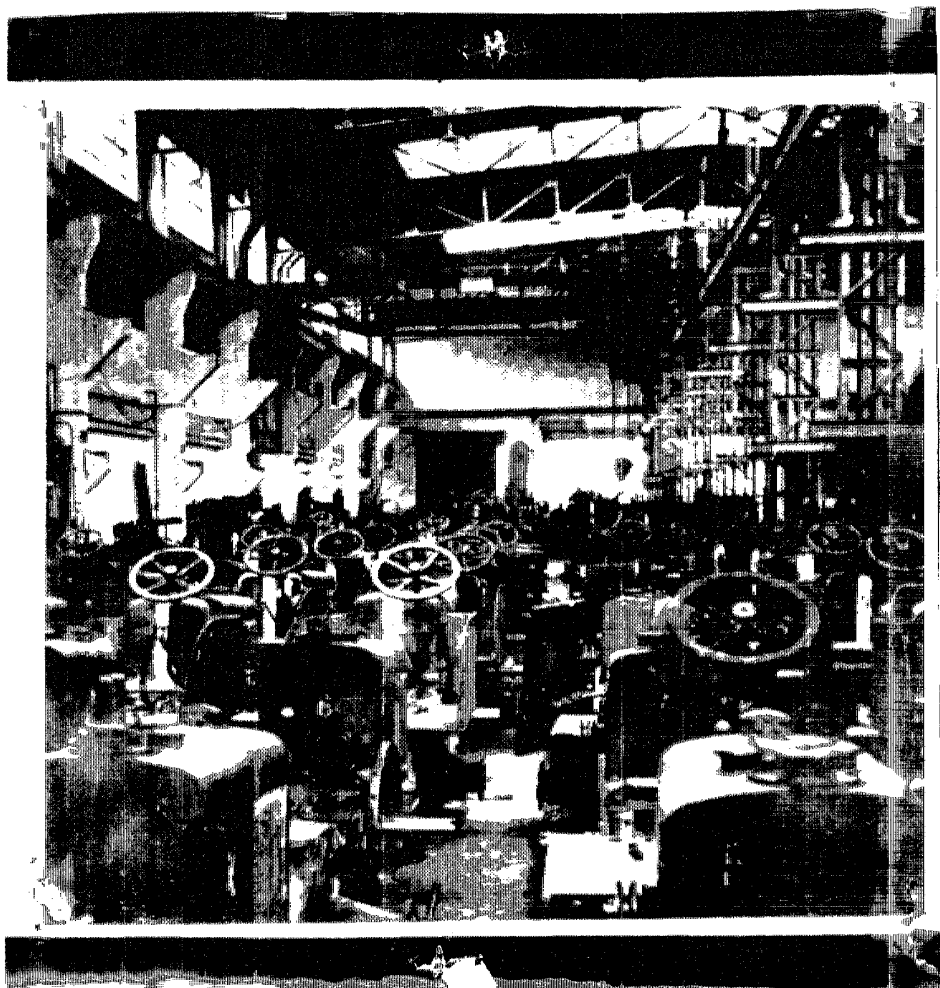
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ECONOMIC.

CONFIDENTIAL ASSEMBLY HALL OF THE "URSUS" TRACTOR WORKS.
6th JANUARY, 1950.

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P O L A N DECONOMICREORGANISATIONS IN CERTAIN INDUSTRIES.
JANUARY, 19501. Reorganisation of the Mineral Industry.

(a) As from 1st January, 1950, by a decree issued by the Minister for Light Industry, two new Central Administration Offices were set up. There will thus be three Central Administrations for the Mineral Industry instead of one. The Head Office will be in WARSAW.

(b) The following are the three Central Administrations:-

(i) Central Administration of the Glass-Ceramics Industry:
in charge of glass, porcelain, china and stoneware production.

(ii) Central Administration of the Building Ceramics Industry: in charge of brick and tile production.

(iii) Central Administration of the Mineral Industry:
in charge of cement, limestone, tar paper and insulation materials.

2. The PABIANICE Chemical Factory.

(a) As from 1st January, 1950, the PABIANICKA FABRYKA PRZEMYSŁU CHEMICZNEGO (PABIANICE Chemical Factory) ceased to be a branch of the "BORUTA" United Dye Industry Plants at ZGIERZ (Zjednoczone Zakłady Przemysłu Barwników "BORUTA"). The reason for this is the different types of production at these plants. The pharmaceutical department at the PABIANICE Factory will be extended and developed. The new name of the latter factory will be ZAKŁADY PRZEMYSŁU CHEMICZNEGO "PABIANICE" - Przedsiębiorstwo Państwowe Wyodrebnione (Chemical Industry Works "PABIANICE" - Independent State Enterprise).

(b) This Works will be directly subordinate to the CENTRAL ADMINISTRATION OF THE CHEMICAL INDUSTRY.

3. Reorganisation of motor transport and communications.

(a) The nationalised enterprise PANSTWOWA KOMUNIKACJA SAMOCHODOWA - P.K.S. (State Motor Transport Enterprise) is now known as PANSTWOWA KOMUNIKACJA SAMOCHODOWA - Przedsiębiorstwo Transportowo - Spedycyjne - P.K.S. (Forwarding and Transport Enterprise). The object is to concentrate all State motor transport and communications in one centre. The new organisation will still be known under the former abbreviation "P.K.S."

(b) Hitherto there have been three enterprises in charge of transports by road and sea, viz. the P.K.S., HARTWIG and SPEDYTOR. The latter enterprise has now been liquidated. HARTWIG continues to operate but its range of activities is strictly limited to transport of goods abroad. The new P.K.S. enterprise has taken over the rest of the work.

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ECONOMIC

SZCZECIN BROADCASTING STATION.
18th December 1949

The new 50 W radio station at SZCZECIN, reported in May 1949 to be put in commission in July 1949, was ~~only~~ officially opened *only* on the 18th December 1949. The first test broadcast was given on the 28th November 1949 on 230.2 metres.

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8. LIST OF PRICES, CONTROLLED PRESENT AND PAST, AND BLACK MARKET.

Article	Old control price	New control price	Black market price
	per kg.	per kg.	per kg.
	300 zl.	300-380 zl.	600 zl.
Pork	135 zl.	220-280 zl.	270 zl.
Beef	350 zl.	450 zl.	700 zl.
Lard	350 zl.	350 zl.	700 zl.
Butter	65 zl.	65 zl.	80 zl.
Bread			

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